

COMMITTEE ON PUBLIC SAFETY, HEALTH & TRAFFIC

September 5, 2023 at 5:30 PM

Chairman Barry called the meeting to order.

The Clerk called the roll.

Present: Aldermen Barry, Long, Stewart, George-Kelly, Kantor

Messrs.: T. Kitchens, R. Cashin, Alderman E. Sapienza

1. The Traffic Division has submitted an agenda which needs to be addressed:

MULTI-WAY STOP

On North Street at Bay Street, northeast/southeast corner

(NOTE: See attached report. This is not recommended by the Department of Public Works.)

NO PARKING ANYTIME

On Commercial Street, east side, from a point 168 feet north of Dow Street to a point 10 feet north

On Commercial Street, east side, from a point 237 feet north of Dow Street to a point 10 feet north

On Commercial Street, east side, from Granite Street to Pleasant Street

Alderman Long

On Hanover Street, south side, from a point 125 feet west of Tarrytown Road to a point 145 feet further west

Alderman Fajardo

RESCIND PARKING REGULATIONS: METERS - 10 HOURS 8AM-8PM

On Commercial Street, east side, from Pleasant Street to Phillippe Cote (ORD9356)

Alderman Long

*On motion of **Alderman Long**, duly seconded by **Alderman George-Kelly**, it was voted to approve.*

Mike Intranuovo, Clerk, asked does that approval include the multi-way stop.

Alderman Long stated yes we already approved that.

Matthew Normand, City Clerk, asked are you approving it even though DPW did not recommend it. They are recommending that it not be done. I just want it to be clear.

Alderman Long responded yes.

2. Communication from Christopher Goodnow, Parking Manager, regarding a request from Hope for Recovery to use the Arms Lot for its Hope Recovery Festival event scheduled for Saturday, September 30, 2023.

*On motion of **Alderman Long**, duly seconded by **Alderman Stewart**, it was voted to approve.*

3. Communication from the Parking Manager proposing the following timed parking zones at Bronstein Park:
3 HOUR PARKING, 8AM - 6PM
Beech Street, east side, from Amherst Street to Hanover Street
Hanover Street, both sides, from Union Street to Beech Street
Union Street, west side, from Amherst Street to Hanover Street

***Alderman Long** moved to receive and file.*

City Clerk Normand stated Alderman Fajardo called us this afternoon and asked that it be received and filed. She will be coming forward with a different recommendation at the next meeting.

***Alderman Stewart** duly seconded the motion. Chairman Barry called for a vote. There being none opposed, the motion carried.*

4. Update from Ryan Cashin, Fire Chief, and Ted Kitchens, Airport Director, regarding Perimeter Road.

Ryan Cashin, Fire Chief, stated I am going to make a quick statement and then we will get into the presentation on Perimeter Road. I wanted to start by thanking Meghan Geoffrion our Emergency Management Coordinator. Without her, a lot of this would not get done. She is one of those unsung city employees that just does a ton of work and I wanted to lead off with that and say thank you to her. On Saturday and Sunday, July 15 & 16, the City of Manchester experienced a significant rain event with over 2" of rain falling on the 15th and between 5-6" of rain the following day. The city's Emergency Operations Center was partially activated to help coordinate response efforts and resources that were in high demand. After approximately four hours, the EOC was reduced to an enhanced monitoring level. The Division of Emergency Management immediately began working with city departments to conduct an initial damage assessment of city-owned properties damaged during this event. On August 1, we were made aware of a severe failure of the Manchester-Boston Regional Airport's drainage system on Perimeter Road. A safety assessment was done for Little Frogs & Polliwogs, the Pine Island Pond Dam and the Bethany Chapel Community Church. With no immediate threat, however, it was noted that without immediate emergency repairs this situation would worsen potentially damaging Perimeter Road and Runway 924. The Manchester-Boston Regional Airport is one of the most vital pieces of infrastructure in the City of Manchester as well as the State of NH. Along with the risk to other properties at the airport, I declared a local disaster on August 9, 2023 in order to expedite emergency repairs. The Division of Emergency Management is assisting the airport through the response and recovery process by coordinating with multiple agencies, including the Manchester Department of Public Works, the Town of Londonderry, the NH Department of Environmental Services, the State of NH Division of Homeland Security & Emergency Management and the Federal Emergency Management Agency. A local disaster declaration is a first step in a very long process

for disaster recovery and will take significant coordination between multiple agencies for the federal government to make a federal disaster declaration. Initial estimates have the cost to repair the damage at over \$3 million. The Manchester Fire Department Division of Emergency Management is committed to do everything in its power to help recover as much funding as possible. It will be a lengthy process with no guarantee of federal assistance. I can tell you that through the Division of Emergency Management we have successfully recovered nearly \$2 million in FEMA public assistance from the Covid-19 disaster with another \$700,000 pending. If we are successful in securing a federal disaster declaration, the reimbursement process will be similar. I want to emphasize that we are going to do everything we can to insure that the city receives as much federal funding assistance as possible throughout this process.

Alderman Long asked is there a timeframe.

Chief Cashin answered yes. Director Kitchens is going to go through his Powerpoint and that should answer a chunk of the questions.

Ted Kitchens, Airport Director, stated as always, if you have questions as we go through this feel free to ask them. I think we have a pretty well thought out presentation that takes a very complex site and a very complex situation and tries to give it to you in as clear of a way as possible. However, it is a pretty complex site. I always like to begin my presentations with the bottom line upfront and then we will go through an overview of the event. A lot of what Chief Cashin just mentioned we will give a little more color to. Then we have the proposed phases of repair and we will end with the plan to cover the \$3 million that we mentioned. The bottom line upfront, and I won't read all of this, is essentially we have a drainage system that is draining the western half of Runway 6 and a portion of Perimeter Road. There are three pipes that flow into outfall #4 that enters into Pine Island Pond. Two of those pipes are associated with drainage area #4 at the airport and then one pipe is the Town of Londonderry's drainage for Perimeter Road itself. The key point at the bottom in the bold text is "additional erosion at site since the initial failure has been minimal." My team went out and painted a white line at the edge of the collapse and that white line is still visible so we know it has not grown. There has been a little bit of additional erosion but it has been minimal. Furthermore, the perimeter along the church parking lot...as you know Bethany Church is up on Newbury Road, has been secured and work to prepare that area for the upcoming winter season will begin shortly. As Chief Cashin mentioned, the National Weather Service in Gray, Maine issued several flood advisories, four of them to be particular, and two flood warnings for the first rain event which occurred on July 15. The City of Manchester received 2" of rain in just over an hour. That led to rapid run-off and caused localized street flooding. I think we are all pretty familiar with how wet of a summer we had, not only in the city, but in the state. There was a second rain event, a much more serious rain event, the very next day. It was more widespread in its area of impact and there were showers developing around daybreak with light to moderate rainfall but there were some imbedded bands of heavy rain. The National Weather Services reported that the city picked up another 5-6.5" of rain. On the map on the right, you can see the bullseye of a very green area. That is a measure of the soil and moisture anomaly from the National Weather Service Climate Prediction Center. As you can see on the legend at the bottom, the darker the shade of green the more of a variance you have in your soil moisture content. We are about 150-160% of the expected normal levels in the

entire New England region. With this additional rainfall and the saturated soils, it comes as no surprise that there were a lot of calls for service. The Manchester Fire Department responded to 59 calls for flooding on July 16 and an additional 24 calls for the following three days of flooding. DPW also reported to 88 sites. The city GIS department did an awesome heat map showing the location and density of calls throughout the city. Specifically, the airport received over 9.3" of rain. Again, that is consistent with the localized heavy portions of rain with 9" of rain falling in a five-hour period between 11 and 4, and we had two separate incidences in close proximity to each other in time where we received over 4" of rain in a two-hour period. This equates to rainfall rates of a 500-year storm; two of them back-to-back essentially. Most airport drainage systems are designed for the 25-year design storm, which is about 99.5% of all rain events that the airport has experienced over the last 23 years. To put this in context historically, we went and pulled daily and hourly weather observations for the last 23 years out of what is called the Automated Surface Observation System which the National Weather Service has at the airport. It is called an ASOS. Only one day out of 8,300 days in the dataset was there rain exceeding 9.3" and that was back on July 28, 2008 when 9.5" of rain fell. There are five distinct periods marked with a blue star where we had over 500 year storms. You can see that three of those have occurred since 2018. That underscores the level of increasing severity of the storms as well as the increase in frequency of the storms that we are seeing in the environment. This is an overview of where the impact site is and it is denoted in that pink circle. The three drainage outfalls that I mentioned are in the blue squares. The site is about 750' north of the runway center line and about 200' north of Perimeter Road. The site drops about 70' in elevation from about 252' on the runway center line to close to 150' of elevation at the pond surface. As the Chief mentioned, we have the daycare as well as the church which are identified by the yellow pentagons. The green triangles are infrastructure. We have the dam which is holding back Pine Island Pond and the bridge on Brown Avenue over the Cohas Brook as well as the Runway 6 mechanically stabilized earth or MSE wall which is holding up the entire west end of the airfield. Outfall #4 as I mentioned receives storm water from drainage area #4 which is the yellow highlighted area which again is the western half of Runway 624, a portion of the Lot C parking lot and then the Manchester Air Center, which is the shopping center that you see when you go up Perimeter Road towards the Triangle Mall from Brown Avenue and Airport Road. Storm water from off airport property associated with Perimeter Road also enters outfall #4 and as I mentioned earlier, that is mostly associated with the Town of Londonderry's drainage system. It is about 83 acres of land and we estimated that the 9" of water that we received during that storm equated to about 15.5 million gallons of water falling on those 83 acres. Not all of that obviously entered into the storm water system but a majority of that did because of the saturated soils. There was just not enough capacity in the soil to absorb the storm water. Looking into the site, you can see the three red dash lines that are the three drainage structures coming off the airport as well as Perimeter Road enters into the gray area which is called a level spreader, which essentially acts similar to the spillway. The water will enter into that and it goes over a vegetated filtration system and then enters into a stone basin that then enters into pipes that go to outfall #4. The orange area is the limit of the washout and I will show you some pictures of the washout condition and then the green area is the estimation of the limits of the sediment that was discharged because of the collapse. You can see in the red line that is kind of moving from the bottom to the top of the page with the blue highlights, that is the demarcation between the City of Manchester and the

Town of Londonderry, also known as Hillsborough and Rockingham counties. That is providing an increased level of complexity when it comes to FEMA funding. We also have the airport property line. We were made aware of this issue on July 27 so about 11 days after we think the washout occurred and that was because no one really understood the jurisdictional ownership of this because of the confluence of airport property, the Town of Londonderry, the City of Manchester and where the site actually is. This picture on the left shows the collapse. Essentially, we have a 40' cliff in the area with a whole bunch of trees that have been felled. We have drainage pipe that has been displaced. You can see on the picture on the right kind of where that picture on the left is generally taken Runway 624 in the background, the MSE wall that holds up the airfield, Perimeter Road and then you can see the drainage that was discharged into Pine Island Pond. Before I get into the phases of repair, are there any questions?

Alderman Long asked if you go back to the map, I want to see where the airport property boundary is as well as the Town of Londonderry.

Mr. Kitchens answered our property comes to here and then it jogs up to the shoreline and then it follows the shoreline. Here is the county boundary. There was a lot of uncertainty as to who owned what and there were a lot of phone calls that I understand were made. Finally, a phone call came to the airport and we said we can answer this question pretty quickly. Our representatives from McFarland & Johnson are right behind me. They are one of our consulting engineers and they quickly said yes that is yours. That is when I got Chief Cashin and Meghan involved, as well as the other entities that the Chief mentioned. Obviously the first phase is Phase 0, Emergency Management. That has been completed. As the Chief mentioned, we talked to Fire, DPW, the Town of Londonderry, the Department of Homeland Security for the state, DES, DOT, as well as our consulting engineers and environmental consultants and we secured the top of the slope so that no one could enter into the site. Phase 1A has been completed as well, which was after we received emergency authorization from the DES to do work inside Pine Island Pond. We put up a turbidity curtain as well as additional coordination with DES for Phase 1B. Phase 1B is currently underway. That is going to be stabilizing the site for winter knowing that the reconstruction is going to take a full construction season and that is Phase 2 which is the rehabilitation to the previous conditions. This is an overview of Phase 2A repairs. The red arc is the turbidity curtain that is inside Pine Island Pond and then we have four rows of silt fencing to prevent additional sediment from getting into Pine Island Pond. Thanks to the Chief, with the emergency declaration we were able to quickly follow the emergency procurement guidelines within the city charter and ordinances. We reached out to five different contractors. Three declined to bid due to the schedule and manpower availability but Audley and Weaver Brothers did bid and Audley was the low bidder and that work was completed on the 29th for \$13,000. Here are some pictures showing the turbidity curtain before being deployed and after it was deployed and the various silt fencing. The larger repairs for Phase 1B is on the street right now and bids are due September 13 at 4 PM. We are going to put in NHDOT Class A stone to a minimum depth of 6'. These are very large rip rap that will form the base of the channel which is the purple area. Along the shoulders we will put 3' of NHDOT Class C stone to stabilize the shoulders. In the green area we are creating something called a plunge pool which will help slow the velocity of water. Again, this is coming down hill at a pretty good velocity. It will slow the water and allow it to enter Pine Island Pond at a much lower

velocity. Then we have removal of some invasive species and all of the debris that occurred because of the collapse. All work is required to be completed within 30 days, of course dependent on weather. This is going to be a pretty challenging site to get equipment and men and women to in order to remove the debris. It is going to be tough. So the finance plan right now is a little bit of a different number than what the Chief mentioned which was \$3 million. That is all in with some contingencies, design fees, contract administration fees. The number I am presenting to you tonight is the number we submitted to FEMA. FEMA does not pay for contingencies and they don't pay for design services or any of the soft costs; only the direct project cost and we are estimating that to be \$1.9 million. 90% of that is occurring in Rockingham County because of the hole and 10% is in Hillsborough County. Airport cash reserves are going to be used to fund this project with anticipation of FEMA reimbursement up to 75% provided that the state receives public disaster assistance. We plan to recover the non-federal portion through our airline rates and charges. We are working through an agreed upon amortization period and a lot of that is going to be determined by what the final project costs are and what level of reimbursement, if any, we get from FEMA. We are having initial consultations with airlines right now and they are okay with the proposed methodology. I neglected to put in a sub bullet here. This will require a CIP amendment as well as a potential budgetary amendment but I will approach the respective committees at a later date. I think it is important to wrap up what the disaster declaration process is. Obviously it starts with the incident that occurred and probably more precisely with something as remote as this is when you become aware of the incident. Not all disasters are immediately known. As soon as we were made aware of this, we mobilized our resources, conducted initial damage assessment, did a preliminary damage assessment with FEMA and local and state resources. Right now, we are in stage 4 which is the disaster declaration request. The state has made a statewide request for FEMA reimbursement for storm-related damages and that is kind of where we sit right now until FEMA completes their review. If they find we are a candidate for disaster assistance, then it will go to the President for presidential determination. Then and only then will we know if we have any FEMA assistance.

Alderman Long asked when you broke down Rockingham and Hillsborough, that is Manchester and Londonderry so the \$1.74 million for Rockingham is that airport property that we are working on. We are not working on Londonderry property correct?

Mr. Kitchens answered you can see here again that line comes right to the west of where the failure...there may some tie in in that area but it is still our project. I would say if it is not, it is still our responsibility to fix it to the point where it does not fail again.

Alderman Long stated I don't know how that was determined but obviously it was and I am okay with that.

Alderman Stewart stated thank you to you both. I am curious to know what the timeline is on the FEMA declaration and what happens if we don't get it?

Mr. Kitchens replied I ponder that second question and I don't know what the full answer of that is. We are working with the FAA to see if there is potentially any AIP eligibility for the Airport Improvement Program. I don't know if this would be AIP eligible. I think it would have to be airport cash at that point. I think we would just figure out how much of

that we can recover through the airline rates and charges without undoing all of the hard work we have done over the last five years to lower our costs. If we have to eat a portion of that as an airport...that is why we have cash reserves. That is why they are there but I would like to try to recoup as much of that money as I can. I don't want to put ourselves into a position where the airlines don't find it feasible to serve our market. As far as the FEMA timeline, I don't know if the Chief or Meghan have an answer.

Chief Cashin stated we are looking at over a year. We are still recouping funds from Covid so it will be well over a year. It is going to be a long process.

Mr. Kitchens stated as you have probably seen in the newspaper, FEMA is already out of money for this year and we still have hurricane season and we don't have the full tally of Hurricane Idalia. We also have the Maui issue that is going on and a tropical storm in Southern California. There is a lot of demand right now for those FEMA funds. It is going to be tough sledding.

5. Communication from Owen Friend-Gray, Deputy Public Works Director, regarding Sheffield Road.

Owen Friend-Gray stated DPW was asked to evaluate potential short-term options to help alleviate crashes at the Sheffield and South Willow intersection. Right now, it is currently being evaluated and assigned to the consultant through the state who will be looking at overall improvements to this intersection sometime in the next 2-3 years. Therefore, we were looking at and evaluating different alternatives that we could quickly and easily do without putting a lot of money into what is a state intersection. We looked at a couple of different options for changing the traffic patterns and routing along Sheffield through this stretch which were either a one-way or turn arounds or a local traffic only type situation. We have three different alternatives we looked at and your packet has a list of pros and cons of each. We are looking to the Board to see if there is a recommendation to move forward with one of these interim steps.

Chairman Barry stated I know that Alderman E. Sapienza is here and he has been talking to the neighbors. Do you want to give us a quick update?

Alderman E. Sapienza stated we all know that Sheffield and South Willow is a hazard. We have looked at a few options. Probably the best one is to just simply make Sheffield a one-way from the intersection of Sheffield and South Willow to Sheffield and Harvey Road. We looked at trying to accommodate the incoming traffic there from Sheffield and Harvey but it is not feasible. The traffic engineer is telling me it is not feasible. Most of the folks along that short stretch of road would be in favor of that but not all. It is a matter of safety. When I am at home and I get a notification from say the auto shop that there was an accident today and the next night I get another notification that there was another accident and then a few days later I get another notification that there has been another accident...it is a hazard and it has been studied. Probably the quickest and safest thing is to make Sheffield a one-way along that strip. As far as notification, everybody is essentially notified of this because it has been ongoing. It is part of the state plan to make that section a one-way so everybody knows about it. As far as notification, if we ultimately decided to do this, we could wait another 60 days or so to

implement it from the time that it gets final approval from the Board. There you have it. Safety first.

Chairman Barry stated along that line, Owen you mentioned that one of the cons in making it a one-way is the fact that people will be going there using their GPS not realizing it is a one-way and that could cause accidents. Like Alderman E. Sapienza said, another con is the fact that there are businesses that don't want it a one-way because it is going to have a big impact on them running their business.

Alderman E. Sapienza stated it probably will have an impact on them. One of them told me he understood but he is still opposed to it. The store on the corner...it is not going to help their business at all but what do we do? Do we say well gee money is more important than safety? I am sorry but this is a bad intersection. This plan is coming via the state anyway. Even if we do nothing and even if I were to say as the alderman well the state is going to handle this so I won't lift a finger and just sit back...I would rather not do that because the state plan could take literally years.

Alderman Stewart stated am I correct in understanding Owen that this is DPW's recommendation for a one-way and the alderman's preference.

Mr. Friend-Gray replied DPW doesn't have a recommendation one way or the other. We presented what we felt were three potentially viable options that all had pros and cons associated with them. If there was one that was just a benefit and there was no hindrance associated with it, perhaps we would have had a recommendation but in this case it is a preferential weight essentially and not something we have a clear recommendation on at this time.

Alderman Stewart asked looking at it through the lens of just safety, which one do you think would make the intersection the safest.

Mr. Friend-Gray responded I guess the one that would make the intersection the safest would be just the one-way through the entire street as that is the simplest methodology in terms of traffic movements. If we did two-ways for any portion of it, we would need some sort of a turnaround which would require taking...the right-of-way through there is exceptionally small and it might be even more confusing for people to start on a two-way that then switches to a one-way that is not at an intersection.

Chairman Barry stated we are actually out of time so can you bring your recommendations back to the committee.

Alderman Long asked can you explain what the state is recommending also because we may approve something and we may be sitting on the state to get it done. I don't know that.

Alderman E. Sapienza stated the state is only South Willow. It is not Sheffield.

Chairman Barry responded we absolutely understand that.

*On motion of **Alderman Long**, duly seconded by **Alderman Stewart**, it was voted to table.*

6. Special events update from the Police Department, if available.

There was no update.

*There being no further business, on motion of **Alderman Long**, duly seconded by **Alderman Stewart**, it was voted to adjourn.*

A True Record. Attest.

A handwritten signature in black ink, appearing to read "Matthew Normand". The signature is fluid and cursive, with a long horizontal stroke at the end.

Clerk of Committee